

The Hongkong Telegraph.

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THURSDAY, JULY 25, 1907.

四拜禮 號五十二月七 英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies.
TOKIO.
KOBE.
OSAKA.
NAGASAKI.
LONDON.
LYONS.
NEW YORK.
SAN FRANCISCO.
HONOLULU.
ROMA.
SHANGHAI.
HANKOW.

CHEFOO.
TIENTSIN.
PEKIN.
NEWCHWANG.
DALNY.
PORT ARTHUR.
ANTUNG.
LYOANG.
MUKDEN.
TIE-LING.
CHANG-CHUN.

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO, TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £ 800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS £ 800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3% " "
" 3 " 2% " "
JOHN ARMSTRONG,
Manager.

Hongkong, 15th May, 1907. [21]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000
—ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,750,000
—ABOUT MEX \$5,000,000

Head Office:—
60 WALL STREET, NEW YORK.

LONDON OFFICE:—
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:—
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
" 6 " 4 " "
" 3 " 3 " "
No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

Head Office:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Chemboon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2½ per cent. on daily balances.

Fixed Deposits 12 months 4½ per cent. annum.
Do. 6 do. 4% do.
Do. 3 do. 3% do.
J. L. VAN HOUTEN,
Agent.

Hongkong, 8th June, 1907. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$11,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:—
G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq.
E. Goetz, Esq.
A. Haupt, Esq.
C. R. Lenzmann, Esq.
A. J. Raymond, Esq.
E. Shellin, Esq.
R. Shewan, Esq.
H. A. W. Slade, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:—
Hongkong:—J. R. M. SMITH.

MANAGER:—
Shanghai:—H. E. R. HUNTER.

LONDON BANKERS:—
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1907. [31]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [32]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:—
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Königliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:—
Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENTS.
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.
F. JUNG,
Manager.

Hongkong, 11th January, 1907. [34]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)
ESTABLISHED 1863.
Authorized Capital FL. 15,000,000 (£1,250,000).
Subscribed Capital FL. 10,000,000 (Paid-up).
Reserve Fund FL. 1,628,850.19 (£135,737).

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ARCADIA Capt. A. L. Valentini	26th July Noon.	Freight and Passage.
LONDON, &c., via usual Ports	DELTA Capt. C. L. Daniel, R.N.R.	27th July Noon.	See Special Advertisement
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	NYANZA Capt. H. & Bradshaw	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	PALMA Capt. G. W. Cockman, R.N.R.	About 2nd Aug.	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th July, 1907. [3]

Intimations.

LANE, CRAWFORD & CO.

TRAVELLING REQUISITES

ALL ENGLISH MADE

Soiled Linen Bags, Trunk and Rug Holdalls. Straps.

LEATHER KIT BAGS.

From \$20.00 each.

LEATHER SUIT CASES.

From \$22.00 each.

LADIES' HAT CASES.

From \$13.50 each.

LANE, CRAWFORD & CO. [35]



KUPPER'S PILSENER BEER

and see that you get it.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

SOLE AGENTS,

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 6th July, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 28th July.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon Return-Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Fare.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 22nd July, 1907. [39]

Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE
Can be had in the following quantities:
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1906 [27]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHENWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [54]

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY

UNDER THE AUSPICES OF THE

CANTON NAM-KEUNG PUBLIC

COLLEGE,

there will be opened to the public at

37, QUEEN'S ROAD CENTRAL

(three doors above Supreme Court),

on

WEDNESDAY, 15th May, 1907,

A GRAND EXHIBITION OF

EXQUISITE ART TREASURES.

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS,

TAPESTRY, ARTISTIC MARBLE

AND BRONZE BUSTS and STATUARY,

ANCIENT ARMOUR and IMPLEMENTS

OF WAR, FRENCH and VENETIAN

WARES, Beautiful Articles of Decorative

Furniture including a Bedroom Suite in Crystal

and a Handsome Roman Chair from the

Vatican, Rare Curios, Lac-a-Bras, Bronzes

and other specimens of Veris collected by con-

noisseurs in Art from many parts of the world

to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be

charged for admission, the net proceeds of

which will be devoted to the Educational

Funds of the CANTON NAM-KEUNG PUBLIC

COLLEGE.

Doors opened from 12 noon to 5 P.M., and

7 to 10 P.M.

Tickets may be had at Entrance.

Adults 25 cents.

Children 15 "

Soldiers in uniform 15 "

H. H. TAI,
Manager.

Hongkong, 13th June, 1907. [54]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAX, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [30]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,351 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " W. A. Valentine.
 "FATSHAN," 2,360 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Brink.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.
 Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain E. H. Grainger.
 "SUI-TAI," 1,651 " " " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF, and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " " Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th July, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and most economical.

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIKING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.
 Hongkong, 6th October, 1906.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TIKINI	JAPAN	Second half July	JAVA PORTS	First half Aug.
TJILWONG.	JAVA	First half Aug.	JAPAN	First half Aug.
TJIMAH	JAPAN	First half Aug.	JAVA PORTS	First half Aug.
TJIBODAS ..	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIPANAS ..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJILATJAP ..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st floor,
 Hongkong, 25th July, 1907.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 33, QUEEN'S ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 16th April, 1905

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Septs., A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
YOKOHAMA and KODU	"PRINZ WALDEMAR" Capt. W. von Senden	About FRIDAY, 26th July, 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	TUESDAY, 9 A.M., 30th July, 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ REGENT LUTHPOLD" Capt. H. Kirchner	about TUESDAY, 30th July, 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" Capt. C. Woltemas	WEDNESDAY, Noon, 31st July, 1907.
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Senden	THURSDAY, Noon, 1st Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

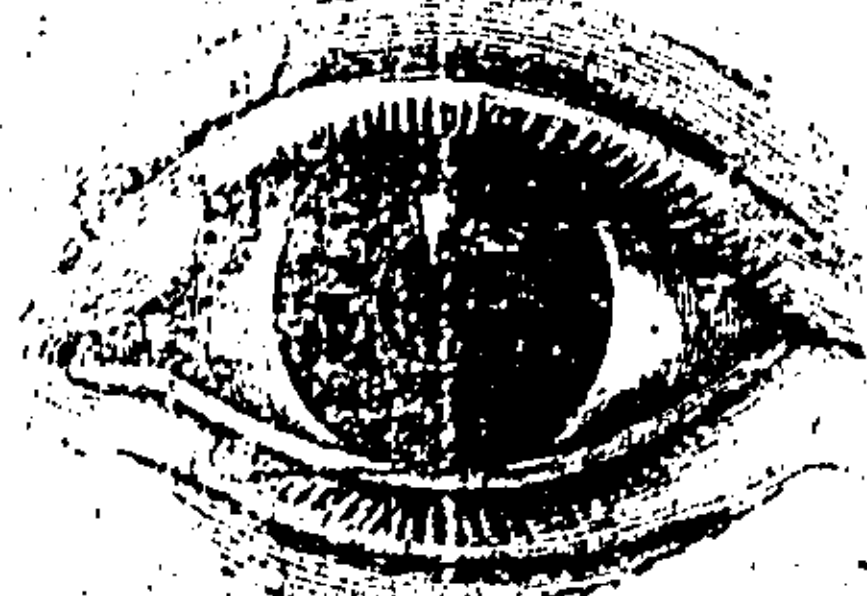
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th July, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI, 31, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Hotel.

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN)
 SHAMEN, CANTON,
 ON THE BRITISH CONCESSION.
 H. HAYNES,
 Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)
 MACAO, CHINA.
 IN THE CENTRE OF THE PRAIA GRANDE.
 Capt. T. AUSTIN, R.N.R.,
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

25

W. FARMER, Proprietor.

THE CANTON ON UNITED STATES WARSHIPS.

Among the many things added to ships of the navy in recent years for the comfort of the men there is probably nothing that has contributed more to the contentment of the crew than the ship's store, or canteen, as it is generally called.

The paymaster's department of the ship carries all the necessities, denominated "clothing and small stores," and embracing all clothing necessary for a regulation outfit, as well as cloth, flannel and cotton drill, for making complete suits, with sewing silk and cotton, needles, soap, tobacco, shoe brushes, blacking and many other articles indispensable to Jack's welfare; but the canteen adds to these little comforts which up to the time of its advent could be obtained only from the bumboat, and at exorbitant prices.

It would be difficult to say just what led up to the institution of the canteen, but there can be no doubt that the bumboat people themselves were largely responsible for it, for its appearance marked the disappearance of the bumboat, and incidentally marked a reduction in the price of commodities and made Jack more thrifty for the was always in debt to the bumboat because it was so easy to obtain credit, which cannot be had at the canteen.

Though not officially recognised by the navy department, and so being something of an orphan, the canteen has come to stay. The funds for its establishment are not supplied by the government, and at times the starting of one is beset with difficulties, the men frequently being unable or unwilling to subscribe the amount necessary to do it.

In such cases dealers are not unwilling to stock it, knowing full well that the ship's regulations for its management are such that the investment is as safe as any other that they could make, and that repayment is certain. The business, run on a strictly cash basis, is under the direct control of the paymaster, with monthly supervision of the stock and accounts by a board of officers appointed by the captain.

Each man is permitted to draw from his account a certain amount each month for expenditure at the canteen, which amount is issued in the form of small pasteboard tickets, so surrounded with numbers and signatures as to make it well nigh impossible for the men to dispose of them except at the store.

The stock of the canteen is as varied as that of a country store and its character as good as can be found in similar goods anywhere; for although the canteen was established primarily for the men, the officers are also liberal patrons of it.

It embraces a little of everything, but the principal commodities are cigarettes, smoking tobacco and pipes, candy, chewing gum, stationery, playing cards, while it may surprise many people to know that safety pins and garters form no inconsiderable portion of the stock.

How it would shock an old man-o-war-man to suggest the wearing of garters! But he knew only the historic "purser's sock," which needed no support. His modern successor seldom wears the socks provided by the paymaster, and until recently got his half-hose from the canteen, where he also found the necessary garters for keeping them up; but until one gets accustomed to the sight of Jack in quarters is ludicrous in the extreme to old naval men.

There are some who regard this as another indication of the advance of modern ideas, while the old bluejacket shakes his head and wonders what the navy is coming to, just as he does when he sees the youngsters smoking cigarettes instead of taking a man's smoke of good old navy plug. Be that as it may, garters seem to have taken as firm a hold as cigarettes and the canteen, as purveyor to everybody, merely meets the public demand.

There is one thing that is not carried in stock, and that is matches, for the care exercised to guard against fire is no more relaxed in the steel battleship with its powerful steam fire puns than it was in the day of the old wooden frigate with hand pumps. The result is that the youngsters who smoke cigarettes can do so only when the smoking lamp is lighted, and except on rainy days this is only after meals. In this way there is a check on the cigarette smoking, which otherwise would make it a greater nuisance than it is on shore.

Of all things carried it is safe to say that there is nothing quite so dear to Jack's heart as candy, for if truth be told he has a very sweet tooth in fact, he is an inveterate candy eater as long as the supply in the canteen holds out. Until the coming of the canteen he had few opportunities for indulging his taste, and even with the canteen his indulgence must necessarily be somewhat limited, owing to the fact that the capacity of the store is always small and stowage space limited.

Nevertheless it is not unusual for a large battleship when prepared for a winter cruise in the West Indies to lay in as much as two tons of candy. More would be carried if there were space for it, and this apparently large quantity is usually exhausted long before the ship starts to return to the United States.

The candy ranges from the popular peanut brittle to the fancy brands of French candy put up in attractive boxes, with all the trimmings that go to make up a box for his best girl, for Jack is a connoisseur in things sweet. What class of men eat it? Every class and of all ages, from the admiral to the youngest landsman. It is related of an admiral who recently commanded the North Atlantic fleet that this dignified officer was one of the best patrons of the canteen for candy and that it was not unusual to see him slip a piece of peanut brittle into his mouth when engaged in important evolutions.

There is another side of the canteen that should not be lost sight of, one that presents a meritorious feature, and that is the wholesome effect it has on discipline for as a general rule

the amount that a man may spend at the canteen is regulated in accordance with his conduct record, a first-class man being allowed much more than one of the fourth class. For that reason, if no other, special effort is generally made to keep on the first class in order that the privileges of the canteen may not be curtailed.

Least fail to mention the fact should create a false impression on account of the use of the word canteen, it is proper to say that no liquors, except perhaps tooth wash, are dispensed in the ship's store.—New York Sun.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 27th July, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY VALUABLE

HOUSEHOLD FURNITURE,

Comprising—

DOUBLE and SINGLE IRON BED-

STEADS and MATTRESSES, TEAK

WOOD WARDROBES with BEVELLED

GLASS, OVERMANTELS with BEVELLED

GLASS, SIDEBOARD and DINING

WAGGONS with BEVELLED GLASS,

MARBLE-TOP WASHSTANDS, DOUBLE

TEAKWOOD WARDROBE with BEVELLED

GLASS, TAPESTRY COVERED

DRAWING ROOM SUITE, GLASS,

CROCKERY and E.P. WARE, CARPET,

COOKING STOVE and UTENSILS, &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HUGHES,

Auctioneers.

Hongkong, 23rd July, 1907.

To Let.

TO LET.

OFFICES at No. 14, DES VOEUX ROAD CENTRAL (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 4th April, 1907.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUITSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

H. ATERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS at PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 24th July, 1907.

TO LET.

No. 1, WEST END TERRACE, Shamshui, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th June, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST, at present in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1907.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.Have Just
OpenedTHEIR
SPLENDID
COLLECTIONNEW
ART
BEDSPREADSIn all the smartest
and most stylish
washing fabrics.The unique selection
of designs in art
spreads, that we
are now placing
before the public,
will prove to the
most sceptical thatMODERN
BEDROOM
DECORATIONcan be carried out in
a most inexpensive
manner.POWELL'S
ALEXANDRA
BUILDINGS.
HONGKONG.

Hongkong, 20th July, 1907.

Public Companies.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.THE FIFTY-SECOND ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 13th August,
at 12 o'clock, Noon, for the purpose of receiving
a Report of the Directors together with a
Statement of Accounts, declaring a Dividend,
confirming the appointment of Directors and
electing Directors and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 31st July to 13th
August, both days inclusive.By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 22nd July, 1907. [673]THE WEST POINT BUILDING
COMPANY, LIMITED.A NINTH DIVIDEND OF DOLLARS
TWO per share for the Six Months
ending 30th June, 1907, will be payable on the
10th instant, on which date Dividend Warrants
may be obtained on application at the Company's
Office.The TRANSFER BOOKS of the Company
will be CLOSED from THURSDAY, the 18th
instant, to MONDAY, the 29th instant (both
days inclusive).By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.
Hongkong, 11th July, 1907. [653]

For Sale.

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

ROYAL WARRANTS

H.M. KING EDWARD VII.

H.R.H. PRINCE OF WALES

W.T. THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News: "For 38
years the name of the HUMBER has been
a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

17, D'ARQUILL STREET and KOWLOON.
Hongkong, 19th July, 1907. [476]THE HONGKONG
STUDIOHIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.PRICE VERY MODERATE.
Hongkong, 15th September, 1906. [164]GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask
at Factory.In Bags of 250 lbs. net \$2.70 per Bag
at Factory.SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906. [168]

AN APPEAL.

THE SUPERIORITY of the ITALIAN
CONVENT CAME ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superiors will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1907.

CHINESE DRESS.

In the opinion of an American reviewer who
decided that the title of this book led a reader to
expect some particular instruction in the matter
of dress rather than a dissertation on
Things in General, the author of "Sator
Retarus" deserved to be lynched for the
deception he had practised upon an innocent
public. If a similar fate is advocated for the
author of another Essay on Dress in the
current number of "The World's Chinese
Students' Journal," the attitude of his judges
will not have been prompted by the lack of
humour that drove Carlyle's critic to question
the existence of Professor Teufelsdröckh.
Rather will they consider that they are
acting in the interests of their country at
large in checking at the outset revolutionary
tendencies which in their mind are associated
with designs on the whole social and political
fabric of the Chinese Empire. The writer to
the excellent periodical, which we review in
another column, boldly advocates the adoption
of Western dress throughout China and an-
ticipates the proximity of the day "when the
fashions of London, New York and Paris will
also be those of Peking and Nanking." He
finds that the native costume is more of a
decoration than of a dress and condemns
it on the score of being inconvenient, un-
comfortable, expensive and detrimental in
its effect on the national character. It is
responsible, in his opinion, for the con-
tempuous regard in which manual la-
bour, physical development and military pur-
suits have been held in China, while it is in-
separably associated with innumerable in-
conveniences of social intercourse which
impose restraints on the physical and moral
freedom of the people. The abolition or sim-
plification of "the time-honoured though an-
omalous and in some cases degrading system of
conventional ceremonial of social intercourse,"
would, according to our author, be utterly im-
possible were the costume not radically mod-
ified as a first step.The proposal to abolish the present Chinese
style of dress is by no means new, but it has
rarely found such emphatic support as is
accorded to it by the writer of the article
in question. When the Travelling Commis-
sioners returned from their tour round the
world, it was understood that they intended to
place the substitution of Western clothes for
the Chinese costume in the forefront of their
proposed reforms. But although some of
them spoke openly in favour of the change, the
conservative atmosphere of Peking caused the
subject to be dropped somewhat suddenly, and
from that moment there has been no special
movement among the Chinese in favour of re-
viving it. Among foreigners there have been
both advocates and opponents of any such
change. On the one hand it is pointed out that
the present costume is admirably adapted to
the climate and is at the same time graceful,
while the horrors of a picture in which a Chi-
nese in a silk hat, furs are invariably con-
figured. On the other hand, it is pointed out
when he insists upon the hindrance that the
Chinese dress is to all manual labour and phys-
ical exercise. The fact that a uniform on the
Western model is worn by the Chinese Army
and is now donned by Viceroy and other high
officials connected with the Service points to
the ultimate adoption of the same style of
dress throughout the nation. Such a change
to become general in a country so devoted to
tradition as China may well require, however,
the lapse of a generation; but in the meantime
the possibility of it should not be lost sight of
by those whose duty it is to educate the people
to an appreciation of the need of reform in
nearly all the walks of life.The reception that is likely to be accorded
in certain quarters to the proposed adoption by
the Chinese of Western dress may be gathered
from the statement which we publish on the
authority of a contemporary that the Shanghai
Taikoo has announced that he will not receive
in future students dressed in European clothes
and without queues. Unfortunately for the cause
of reform in China it has become associated
in the minds of many of the officials with the
employment of murder and rebellion as a means
towards the desired end. Of these crude and
utterly ineffective methods of advancing
reform students who have spent a brief period
in Japan under somewhat sinister influences
appear to be the chief exponents. On their
return they are rendered conspicuous by their
demeanour, their dress and in many cases their
manner of living, and when sooner or later
some of their number fall under the surveil-
lance of the police, it is no matter for sur-
prise as a class they become an object of
suspicion to the authorities. The bomb outrage
in Peking on the occasion of the departure
of the Travelling Commissioners, and the recent
assassination of the Governor of Anhui have
probably nothing in common; but to the official
mind both punctuate a long drawn-out cam-
paign against the established order of things and they have
engendered considerable fear at first in the
Central Government and now generally among
the provincial authorities of everything in the
nature of reform. It is unlikely, however, that
such fears will check for long the cause of pro-
gress in China. They present serious obstacles
in its path, but a vigorous denunciation on the
part of the native Press, as the mouthpiece of
the cause, of any resort to violence in the work
of accomplishing reform and the steady exposé
of enlightened ideas, of which "The World's
Chinese Students' Journal" affords
such a striking example, must ultimately break
down official prejudices. In all cases except
where self-interest has been the cause, the sense
of all extraneous influence.—N. G. D. News.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

Hongkong, 20th September, 1905.

Intimations.

YOU WILL NOT
be deceived. That there are cheats and frauds
in plenty, everybody knows; but it is seldom
or never that any large business house is guilty
of them, no matter what line of trade it follows.
There can be no permanent success of any
kind based on dishonesty or deception. There
never was, and never will be. The men who
try that are simply fools and soon come to
grief as they deserve. Now many persons
are, nevertheless, afraid to buy certain
advised articles lest they be humbugged
and deluded; especially are they slow to place
confidence in published statements of the
merits of medicines. The remedy known asWAMPOL'S PREPARATION
is as safe and genuine an article to purchase
as flour, silk or cotton goods from the mills of
manufacturers with a world-wide reputation.
We could not afford to exaggerate its qualities
or misrepresent it in the least; and it is not
necessary. It is palatable as honey and con-
tains the nutritive and curative properties of
Pure Cod Liver Oil, extracted by us from fresh
cod livers, combined with the Compound
Syrup of Hypophosphites and the Extracts of
Malt and Wild Cherry; and how valuable such
a blending of these important medicinal agents
must be plain to everybody. It is beyond
price in Anemia, Insomnia, Weakness and Lark
of Nervous Tone, Poor Digestion, Wasting
Diseases, La Grippe, Lung Troubles and Blood
Impurities. Science can furnish nothing better
—perhaps nothing so good. Dr. W. H. Dalfe,
of Canada, says: "I have used it in my practice
and take pleasure in recommending it as a
valuable tonic and reconstructive." It is a
remedy that can afford to appeal to its record
and represents the science and knowledge of
bright and aggressive medical investigation.
Effective from the first dose. "You cannot be
disappointed in it." Like all good things it is
limited. Sold by chemists throughout the world.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days' sight on the Lords Commissioners
of His Majesty's Treasury, London, will be re-
ceived by the Treasury Chest Officer, Army Pay
Department, until 11 A.M., on the 26th July,
1907.The Tenders to state the total amount (in
Pounds Sterling) and the amount for which
each Bill should be drawn, but no Bills will be
issued for less than £100.The Tenders to be in Duplicate, and in sealed
covers, addressed to the Treasury Chest Officer,
Army Pay Department, and endorsed "Tenders
for Government Bills."The right to accept or reject any or all of the
Tenders is reserved.
Copies of Forms of Tender can be had on
application.J. T. CARTER, Lt.-Colonel, A.P.D.,
Hongkong, 22nd July, 1907.

FOUND.

ON the 22nd in front of the Bellevue
Hotel last evening, a SMALL KEY.
Owner can have same on application to this
office and paying for its advertisement.
Hongkong, 22nd July, 1907. [675]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Signs will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.W. M. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [61]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.00 p.m. to 4.00 p.m. ...Every 15 minutes.
4.00 p.m. to 5.00 p.m. ...Every 10 minutes.NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 1.30 p.m. ...Every 15 minutes.
1.30 p.m. to 2.00 p.m. ...Every 10 minutes.
2.00 p.m. to 2.30 p.m. ...Every 15 minutes.
2.30 p.m. to 3.00 p.m. ...Every 10 minutes.
3.00 p.m. to 3.30 p.m. ...Every 15 minutes.
3.30 p.m. to 4.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and
11.45 p.m.SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid, and
any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 4 doz. pints.Special Prices for Quantities.
Sole Agents—
SIEMSEN & Co.

Hongkong, 10th January, 1907. [56]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLEBRO,
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.Goods not cleared by the 28th instant will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.No claims will be recognized if not presented
within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 21st July, 1907. [668]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SAXONIA"

Captain Habel, having arrived, Consignees
of Cargo are hereby requested to send
their Bills of Lading for counter signature
by the Undersigned and to take immediate
delivery of their goods from alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, and stored at Con-
signees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 22nd July, 1907. [671]

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Charante* and *Medoa*, from Havre ex
s.s. *Medoa*, and from Bordeaux ex s.s. *Ville de*
Aray, in connection with above Steamer, are
hereby informed that their Goods, with the
exception of Opium, Treasures and Valuables
being landed and stored at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Limited, at Kowloon, whence
optional cargo may be forwarded immediately
after intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 29th July, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 29th July, or they will not be recognized.All damaged packages will be examined on
MONDAY, the 29th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd July, 1907. [110]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA."

FROM NEW YORK AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the Wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th July, will be sub-
ject to rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
29th Aug., or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, 19th July, 1907. [662]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 2 P.M. of the
29th instant, will be landed at Consignees' risk
and expense.Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE DELIVERY of their Goods from
alongside, such Cargo impeding the discharge
of the vessel will be landed and stored at Con-
signees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 29th July, 1907. [670]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLUCH,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby
informed that their Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant, will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
30th inst., or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd July, 1907. [670]

For Sale.

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GROSEILLE, &c.

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Other FRENCH MINERAL WATERS

ALSO

Large Assortment of CANNED GOODS

suitable for Pic-nic.

Hongkong, 15th May, 1907. [149]

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY, situated at
CANTON near the Hongkong, Canton and
Macao Steamboat Company's wharf and facing
the river. Title Deeds can be seen at the
office of the undersigned.For further particulars, apply to—
GOLDING and BARLOW,
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10, Queen's Road Central.

F. BLACKHEAD & CO.,

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COMPOSITION RED HAND

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Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SMOOTH

WHISKY, &c.

Telegrams.

[Reuter's.]

The Anglo-Russian Agreement.

London, 23rd July.

The correspondent of the *Daily Telegraph* in St. Petersburg wires: "It is understood that all the points of the Anglo-Russian agreement have been definitely settled."

Later.

The British Ambassador to St. Petersburg has arrived in London in connection with the Anglo-Russian negotiations.

Good progress is being made, but there are still questions to be discussed, and anything of a definite agreement is not expected for some weeks, at the earliest.

The Manchurian Railway Loan.

The Japanese-Manchurian Railway loan closed at 1 1/2 per cent. discount, after it had touched 1 1/4 per cent. discount.

It is now officially admitted that the underwriters of the loan take 48 per cent. of it.

The Japanese Seal Poachers.

Counsellor Myakoa has called on the State Department in Washington, to inquire into the recent arrest of Japanese seal poachers.

The Bialay Meeting.

Armourer Padgett has won the Gold Cross for the Grand Aggregate in the King's and the St. George's competitions.

CANTON.

BY VICEROY CHOW FU.

The last few years have wrought considerable changes in Canton. On the occasion of my last visit to the veteran, Li Hung-chang, at the time somewhat in disfavour, was viceroy of the Two Kwang. He effectively put down piracy in the delta for the time being, and his successor might adopt some of his methods to suppress that class of piracy, though the stories generally current of its prevalence are somewhat exaggerated. Canton has now again a fairly effective viceroy after some years of the obstructive Shum. The present viceroy, Chow Fu, who has been well known for some years in Shanghai, is certainly agreeable. But he is unfortunately no longer young. He is 71 years of age, rather deaf, and though in fairly good health, he is not particularly active; if he is tolerably progressive. Certainly he is pushing on many improvements in his capital. I had a lengthy conversation with his Excellency, and he certainly impressed me as being desirous of pushing the many progressive measures forward that are now being undertaken in and around Canton. He remarked to me that he had had thirty years' experience of foreigners, and that he was pleased that his relations with them had always been of a pleasant nature. He talked of bunding schemes, the proposal for an electric tramway in the city, the Kowloon railway, the proposed Huanan bridge, which would span from Ca Idu to the Dutch Ferry, and thence again to Honam, and also of waterworks. His Excellency likewise spoke somewhat bitterly of the freedom enjoyed by the Chinese papers published in Hongkong; they appear to be a considerable thorn in his side. He could not appreciate the British point of view, and wanted to know why these papers were not suppressed. He said he had forbidden their entry into his viceroyalty, but he would evidently like to see them stopped entirely. It was little comfort that one could give him, beyond suggesting a press law for China, though of not too drastic a character. One desires to see the native press grow, but that it should not be an element entirely subservient of the present order of things. I pointed out that his Excellency was exhibiting progressive views in the works he was undertaking and the schools being founded throughout the province, and that it would be well to treat the press in a similar somewhat in accord with these signs of the times. By the way, it may be remarked that in all these schemes he encounters much opposition from the "resistance of the province." He is a most obstinate person, and the viceroy finds it difficult to extract the requisite funds out of his reactionary subordinate. On the other hand he has a willing coadjutor in the person of Wu Ting-fang, who is now on leave from Peking—practically he has resigned and may not take up office again, at the capital. His Excellency is a life-long friend of the Viceroy, and is to be found almost always at the yamen. Since my visit he has been appointed Chinese Commissioner for the Canton-Kowloon railway to act with the British representative to be appointed by the signatories of the contract. This should be a good appointment, for he has recently been correctly written down as one of the brainiest men in China. He is a man who knows his own people well, and whilst he is conservative to the extent that he would prefer to see China develop herself, he is not the least reactionary; if Chinese will not build railways, open mines, and otherwise develop the resources of the country, he would let foreigners do this for him, whilst the property would always remain Chinese, and only the development would be given into foreign hands. China is demonstrating in many ways that she cannot carry out these works herself, and at the same time she is unwilling in the last degree that foreigners should do it. It is probable that Wu Ting-fang may be of more real service to his country in an unofficial capacity in his own province than he was at Peking, with all the forces of obstruction ranged against him. As representative of the Chinese position of the railway to Hongkong we may hope that an official is appointed who will facilitate its construction and future working. There has been great delay in obtaining the edict and the signature of the final contract; it may be hoped that no further difficulties will present

themselves. It is to be hoped that one absurdity now contemplated will not be perpetuated. I present it is proposed that the terminus of this line and the terminus of the Canton-Hankow line shall not be contiguous, or that through connecting can be obtained. It is suggested that the mile or so that divides them shall be bridged by an electric tramway. The inconvenience to passengers would be great, but for handling goods it would be even worse. I need not detail the condition of the line towards Hankow. It is being slowly constructed by the Chinese themselves amidst endless squabbles between shareholders and directors, and charges of peculation of funds. Some few miles have been laid and a section is promised to be opened in June this year. The outlook for the completion of the whole line to Hankow is certainly not rosy as matters stand at present.

PUBLIC IMPROVEMENTS.

Anyone who has not visited Canton for some years cannot fail to be struck with what has been done in the way of progress, and what is now being taken in hand. Both Chinese and foreigners have done their share. Along what is known as the Back Reach you may see the bunding that has been done by several owners, and the considerable scheme that has been carried out by the China Navigation Company in way of filling in land, bunding, and constructing godowns. Then Chinese have done much below Shameen, not very well at times to be sure, and the work has now largely to be done over and in part to be done under foreign supervision. Still, they have been at work, assured apparently of the desirability of bunding. The line, I may note, is considerably in advance of where the old factory site existed. One or two streets have been gradually reclaimed from the river, and now the bunding is set forward sufficiently to leave a fairly respectable width of malon. This is, distinctly an advance for Canton. Further reclamation beyond the steamer wharves, and then, again, above Shameen is also contemplated. The collection of some miles of water-mains at the side of this road was evidence that the waterworks—a hoza to Canton—were being taken in hand in earnest. The pipes are from 4 inch to 24 inch, and the reservoir is at White Cloud mountains where an abundant supply of excellent water can be obtained. Another great improvement may be seen on the site formerly occupied by the Temple of Longevity. The temple itself was razed, and the site and grounds within which it stood are being built up on distinctly new lines for Canton. Roads 30 ft. wide from house to house are laid out, whilst the houses are what one may term the Hongkong style, being generally of three stories with a colonnade. A market is also provided, and it would not be up to Hongkong standards if it were a great advance over Canton methods. The whole is an object lesson of what can and should be done. Perhaps as the fires that periodically occur in Canton clear out spaces, this type of road and house may be further adopted. It would render locomotion, the handling of goods, and such matters as water supply, and possibly even sanitation, much easier. As the Chinese are generally practical, and the Cantonese quite as much as the natives of any province, they will doubtless recognise the benefits of such changes.

THE NEW LEARNING.

Canton is not behind in providing accommodation for the new learning. The most conspicuous is the Normal College, now under construction on the site of the old Examination Hall. The long rows of white buildings of cubicles, have entirely disappeared, and in their place three blocks of buildings, comprising theatre, lecture halls, and class rooms, are being erected. In the rear is a three-story building that will provide accommodation for some hundreds of the students that will attend the college. Primary and secondary school buildings are also contemplated, as well as a hospital and medical school. The whole scheme is intended as an example that can be copied elsewhere, and as an object lesson to other towns in the province. In another way some progress has been made. Instead of the raffish that formerly did duty as police in the native city, there is now a uniformed force which, provided with staves and revolvers, and whose appearance, if not exactly smart, bears some resemblance to the condition. They are fairly neat in their uniforms, and for headgear wear a peak cap in winter time. The peak cap, by the way, seems to be greatly in favour, not only with the cadet class who wear it to complete a khaki or other uniform, but with anyone who can become the possessor of such an article. The fact gives some air of foreign ideas to the place, which is further suggested by the considerable number of photographic shops all over the native city, and the many shops that are almost entirely filled with foreign nick-nacks and odds and ends. Their number is really conspicuous. There can be little doubt that Canton is rousing herself. One reform that is not without hope, though it may not be attempted for some time, is that the useless city walls should be razed. An effective object lesson was provided by the Tientsin Provisional Government which pulled down the wall and made an excellent road in its place. Canton might do likewise and make a fine species of ring boulevard on the model of Vienna. There would be room for an electric tramway that would provide a ready means of conveyance, whilst as opportunity offered, or the funds could be provided, better roads could lead off this boulevard towards the centre of the city.

SHAMEEN.

Amidst the changes Shameen, the foreigner's abode, which is fortunately not the case that the old factory site was half a century and more ago, has gone ahead. It has been completely built up, and only one vacant lot remains—the owner holding out for his price. Foreign firms have slightly increased in number, whilst the presence of two banks—one American and one French—and the fact that the two leading British banking institutions have secured sites betokens the view taken of

the future. Shameen has filled up with buildings, and much activity is apparent in that direction at present. The Maritime Customs has been active in that way, and further quarters for the foreign staff are at present under construction. Electric light is now used for public lighting, and is general in most houses on the concession. It may be remarked that there are no less than five post offices for the despatch of either foreign or native mail matter. There are, besides the Chinese Imperial Post, the British, French, German and Japanese offices. Not all of them do a large business. It may be noticed, when we are inclined to think so much of our penny postage, that a letter can be mailed from any one place in China to any other for the modest sum of 0.2, say, one halfpenny. Viewing the distances and present means of communication in China, a world-wide penny postage would in comparison not be anything extraordinary, and yet China is accused of being non-progressive! Anyway, as the Chinese are fairly prolific letter writers and like to disseminate news, this cheap method should prove of considerable educational value.

SHIPPING.

A noteworthy matter is the number of launches that may be observed plying in Canton waters. They may be seen about all over the delta, or anchored in clusters in such spots as the Back Reach. Seven years ago the number of these craft registered in accordance with the Inland Waters Steam Navigation Regulations was 143 vessels in all, and those registered for West River trade numbered 30 vessels. Now the number of Chinese vessels alone registered at Canton amounts to 163 vessels of 2,840 tons in all, against 122 vessels in 1900. British steamers number 45, of 1,440 tons, against 13 vessels; German, 2 vessels, of 24 tons, against 5 vessels; French, 37, of 410 tons, against 1; and American, 1, of 49 tons, against 2 in 1900. At Shum-shui, Wuchow and Kungmoo 15 other vessels are now registered under Inland Waters Certificates, and three for regular trading on the West River. Between them this fleet makes probably close on 10,000 trips a month, so that if piracy may have some terrors it does not entirely stop the traffic. All of these vessels are inspected by the Customs authorities once a year, the condition of hull, engines and boilers being examined and a certificate issued. Besides this amount of steam tonnage one may perhaps note the army of foot stern wheelers propelled by the energetic coolies. Finally, the regular foreign steam communication between Hongkong, Canton and Macao continues to maintain its luxurious service of vessels.

THE FUTURE.

It is evident, from the amount of foreign and native capital sunk in Canton of recent years, that confidence is felt in its future. The amount of coastwise shipping is very great. Its geographical position favours the outlook for the future of Canton. The place seems destined to go ahead, and when the railway communications of which it will be the centre are constructed its prospects will be still further enhanced. They must assist in its development. As much as Shanghai, Tientsin and Hankow are destined to grow in volume of trade, so will Canton make an excellent showing in the future.—*L. G. Express.*

OPIUM.

On June 24, Mr. Hart-Davies (N.) asked the Secretary of State for India whether his attention had been called to a notification recently published in the province of Chih-li, telling the poppy farmers to go on with their cultivation of poppy, and pointing out that the suppression of opium would cause great loss of revenue; and whether he had any official information that the Chinese Government would take any really effective steps to put down opium-smoking if the Government of India restrict their export of the drug. Mr. Runciman, replying for Sir E. Grey, said: "My right hon. friend's attention has been called to the notification issued by the 'Opium Tax Bureau of Chih-li, which is doubtless that referred to by the hon. member. Although it urges the farmers not prematurely to stop the cultivation of opium, it states that a time limit of 10 years exists, within which opium cultivation must cease, so that it is not actually in disagreement with the terms of the Imperial decree. With regard to the second part of the hon. member's question, my right hon. friend is unable at present to offer an opinion as to whether the regulations which have been issued will prove successful or not."

VOLUNTEER CORPS ORDERS.

RECRUITS PARADES.

At headquarters at 5.00 p.m. on Monday, the 24th July, for infantry drill Col. Sergt. Stacey will attend.
At headquarters at 5.30 p.m. on Wednesday, the 25th July, for lecture on 15 pounder B. L. gun, Sergt. Windsor, R.G.A., will attend.
N. C. O.'S PARADE.
At headquarters at 5.30 p.m. on Wednesday, the 25th July, for instructional drill, Sergt. White, R.G.A., will attend.
Note.—Members attending the infantry drills must bring their own rifles. No rifles will be issued from the armoury for these parades.

RESIGNED.

Corporal E. Pellow is permitted to resign on leaving the Colony with effect from the 8th June, 1907.
Gunner A. Loureiro is permitted to resign on leaving the Colony with effect from the 22nd July, 1907.
Gunner A. H. Hamet is permitted to resign with effect from the 22nd July, 1907.

PROMOTIONS.

The following promotions will take place in the Troop with effect from this date (23rd July):—
Trooper G. C. Moxon to be Troop Sergeant Major.
Corporal K. H. Brutton to be sergeant.
Troopers A. J. Williams and M. W. Blide to be corporals.

A native paper states that a British merchant of the name of I-tah (Edo) has obtained permission from the Chinese authorities to develop a gold mine at a place called Hlochlaturin, in Jehu territory, and that an agreement was signed to that effect on the 12th instant, in the city of Jehu.

INDO-CHINA STEAM NAVIGATION CO.

The 26th ordinary general meeting of the shareholders of the Indo-China Steam Navigation Company, Limited, was held at the offices of the company, 39, Cornhill, London, E.C., on 25th ult., Mr. W. Keswick, M.P., presiding.

The Chairman, in moving the adoption of the report, said:—I regret that the report which the board presents to you on this occasion breaks a series of favourable statements which it has been our good fortune to submit to you, and that on this occasion the earnings compare unfavourably with the figures which we have been accustomed to submit to you. The reason for this is a simple one, and is not due to any inherent defect in the character of the trades in which we are engaged, but to the not unnatural effect of an over-supply of tonnage on the coast of China, arising from the great number of steamers that the war between Russia and Japan attracted to the East being liberated and added as competitors in the carrying trade. We witnessed the same result after the war of China with Japan, but as time disposed of the superabundance then, so we shall have a disappearance of the plethora in due time. Already an improvement has begun, which we trust will bring us back to prosperity, on the special lines in which our steamers are employed. The volume of trade fluctuates, of course, but on the whole, expands, and with the fleet so fully adapted to requirements our confidence in the future is not shaken by a wave of depression that we can account for. One cause of the lower earnings was the fact of the famine in the Yantze valley provinces greatly curtailing the amount of cargo available for transport. You will appreciate, further, the effect on the earnings of the greatly enhanced cost of coal, the consumption by a large fleet making the increased outlay a very heavy sum indeed. The changes which we indicated at our meeting 12 months ago were contemplated being made in our articles of association have been duly carried out. We have also divided our shares, which were £10 each into an ordinary preference share of £5 and an ordinary share of £5—a change which we think will be of advantage to the shareholders. The directors consider the time has come to consolidate the indebtedness of the company by the issue of debentures. Our capital is £495,890, and we have assets which represent £1,511,245. We think it will regularise our financial position if we issue £345,000 of debentures, bearing 5 per cent. interest, and secured by a specific mortgage of certain steamers and by a floating charge upon other assets of the company. This will eliminate from our balance-sheet the borrowed items of credit.

The report and accounts were adopted, and a dividend of 2 1/2 per cent. as recommended in the report, was declared payable on June 26. Mr. Wm. Paterson was re-elected as a director. The election of Mr. Wm. Watson, Dickinson to a seat on the board was confirmed and at the instance of the Chairman, seconded by Mr. Dickinson, Mr. Walter Fisher was also elected a director. The auditors, Messrs. Turquand, Youngs and Co., were reappointed on the motion of Mr. E. Sawyer, seconded by Mr. W. Roberts.

DARING ROBBERS AT WORK.

MESSRS. HOOSAINI'S OLD PREMISES ENTERED.

When the manager of Messrs. Hoosaini and Company—a draper shop at No. 33, Des Voeux Road Central—entered his store last evening, after being away a couple of hours fixing up his new premises in Queen's Road Central, he saw that thieves had entered the place during his absence and carried off clothing to the value of \$25. The store is at the corner of Des Voeux Road and Douglas Street, and there is an electric lamp outside, but to make things safe, so he thought, a light was kept burning in the place. For some days past work was taken in hand to shift the firm's premises, and last evening the last truck-load of goods was removed, but there still remained in the shop the watchman and the coolies' private effects. At about seven o'clock, the manager locked up the shop and went over to the new establishment. Soon after he had departed the robbers forced an entrance into the adjoining house—No. 31—an unoccupied dwelling. Then cutting a hole through the wall they entered the place and annexed the clothing and left. Nothing was known of the robbery until the manager discovered it. The police at the Central Police Station were then notified, but there is no chance of a capture being effected.

A FALSE CHARGE.

MAN ACCUSED OF ATTEMPTING TO BLOW UP A HOUSE DISCHARGED.

Yesterday afternoon, during the hearing of the case in which a coolie—Yip Foo—was charged with attempting to dynamite a certain house in the Ma Lung Kung village, at Sam-shui-po, under circumstances already reported in these columns, it came out in evidence that the charge was wrongfully brought against the accused. He was immediately discharged. True enough the accused was seized outside the house and when searched three sticks of dynamite were found strapped to his leg. This evidence in itself is convicting, but when it was challenged there was nothing left for Mr. Hazeland to do than throw out the case. The story of the accused, which received corroboration, was to the effect that he and the complainant—a widow—fell out some time ago and since then she has been trying to get him into trouble. On the night in question, accused said, he was returning home from Yau-mai-lai, passing the widow's house, he was seized by two persons, knocked to the ground, the dynamite was lashed to his leg, and a hue and cry was raised. His Worship was inclined to believe this story and he ordered the man's release.

Today's Advertisements.

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED, have always in stock a supply of the above in all sizes. Prices may be obtained on application.
Hongkong, 25th July, 1907. [683]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 4 per cent. (Two Dollars per Share) for the six months ending 30th June, 1907, will be paid on application to those persons who are registered as shareholders in the above Company on the 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 31st July, both days inclusive.

EDWARD OSBORNE, Secretary.
Hongkong, 25th July, 1907. [683]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to 1st proximo, both days inclusive.

J. R. DINE, MATHESON & CO., LTD., General Managers.
Hongkong, 25th July, 1907. [687]

"SOUTH AFRICAN" LINE OF STEAMERS.

FOR DURBAN.

THE Steamship "HELIOPOLIS," Captain Martin, will be despatched as above on or about 20th August.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 25th July, 1907. [688]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Moldavia*, From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st August at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 25th July, 1907. [7]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 31st inst., at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 25th July, 1907. [684]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "GHAZEE," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.
Hongkong, 25th July, 1907. [685]

Intimations

THE ROBINSON PIANO CO., LTD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

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MUSIC.

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 25th November, 1906. [33]

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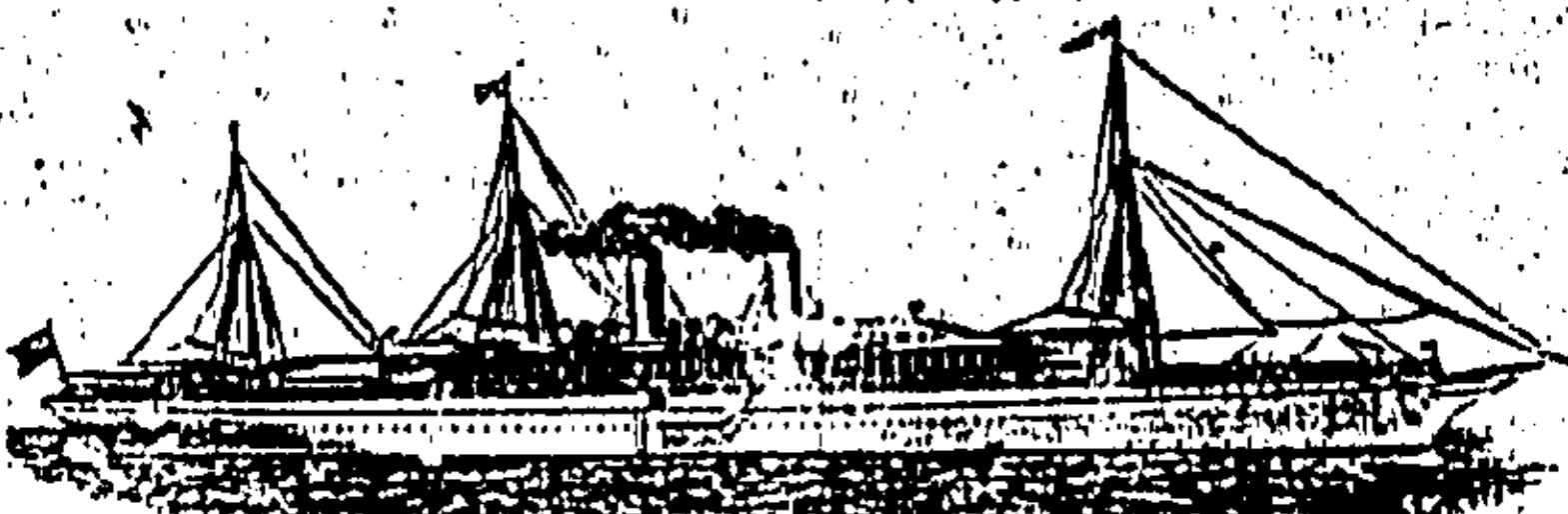
H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 16th July, 1907. [84]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

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(Subject to Alteration).

PROPOSED SAILINGS.		Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th	
"MONTEAGLE"	6,165	WEDNESDAY, Aug. 14th	Sept. 7th	
"EMPRESS OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th	
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th	
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th	
"ATHENIAN"	3,882	WEDNESDAY, Oct. 9th	Nov. 2nd	

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

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THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

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R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 4th July, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya. (11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA NINGPO	"HINSANG"	FRIDAY, 26th July, Noon.
MANILA	"YUENSANG"	FRIDAY, 26th July, 4 P.M.
SHANGHAI	"HANGSANG"	SATURDAY, 27th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"FOOKSANG"	FRIDAY, 2nd Aug., 3 P.M.
& MOI	"KUTSANG"	SATURDAY, 3rd Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$100
Passing	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 25th July, 1907. (6)

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"SHAOSING".....	26th July, 4 P.M.
HAIPHONG	"CHIHU".....	27th " daylight.
CHINKIANG	"LINAN".....	27th " 4 P.M.
YOKOHAMA & KOBE	"TAIYUAN".....	30th " "
MANILA	"TAMING".....	30th " "
CEBU & ILOILO	"KAIFONG".....	1st Aug., 4 P.M.
SWATOW & SHANGHAI	"KASHING".....	1st " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU".....	3rd " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
AGENTS.

Hongkong, 25th July, 1907. (17)



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond.	MANILA	SATURDAY, 27th July, at Noon.
ZAFIRO.....	2540	A. Fraser.....	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 20th July, 1907. (15)



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND BUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship.....To sail
"ABERLOUR".....FRIDAY, 27th August.

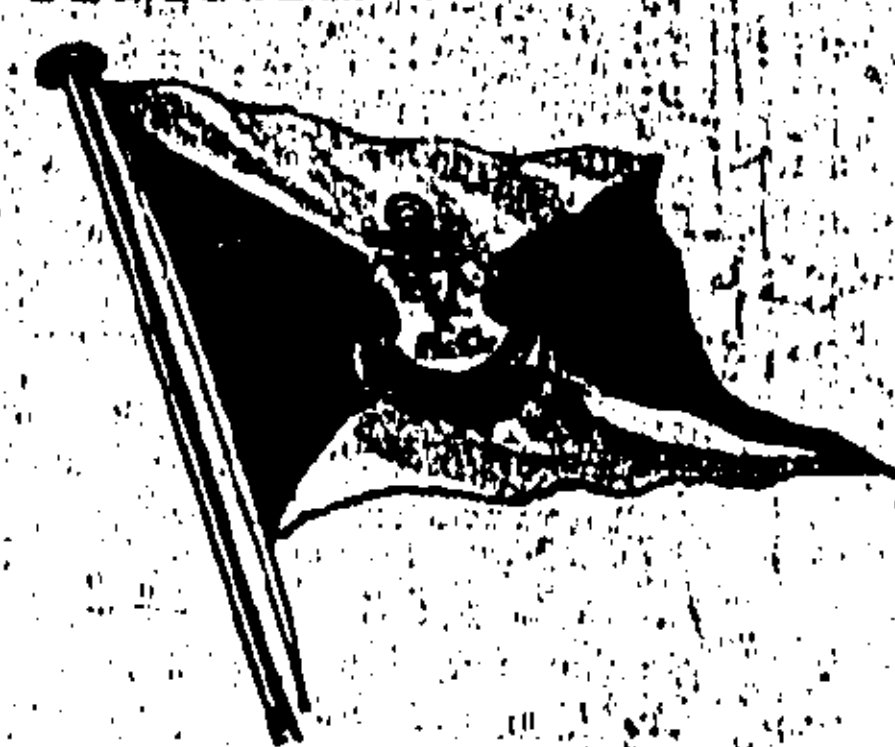
For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 5th July 1907. (8)

Shipping—Steamers.

HAMBURG-AMERIKA-LINIE.



150 Ocean Steamers

with

912,000

Br.Reg. Tons.

PASSENGER SERVICE.

RHENANIA.—HABSBURG.—HOHENSTAUFEN.—SILESIA.—SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board. Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSBURG.....2nd Aug.
RHENANIA.....1st Oct.
SILESIA.....2nd Nov.
Hongkong, 24th July, 1907.

Homeward.

SCANDIA.....7th Aug.
HABSBURG.....4th Sept.
RHENANIA.....4th Oct. (3)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Manila, Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 23rd July, 1907. (636)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain E. Fay, will be despatched for the above Ports, on TUESDAY, the 30th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 23rd July, 1907. (677)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"KASATO MARU,"
Captain S. N. Co., will be despatched for the above Ports, on SATURDAY, the 27th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 23rd July, 1907. (677)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA
MOI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Shawmut.....	9,606	E. V. Roberts.	15th Aug.
Tremont.....	9,606	T. W. Garlick.	10th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 17th July, 1907. (12)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. J. W. WALKER.
"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9. every evening, (Saturday excepted).
Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have excellent Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$1.25 each
Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN-ON S.S. CO., LD.,
and
SHIU-ON S.S. CO., LD.,
Nos. 6, Queen's Road West,
Hongkong, 3rd July, 1907. (16)

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and U.M. below indicates a Typhoon to the North-East of the Colony.

3. A D.U.A. indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and U.M. below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock Aberdeen.
Waglan Sai Kung.
Stanley Tai Po.
Cape Collinson.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

W. DODWELL,
Director.

27th May, 1907.

KING CHULALONGKORN
OF SIAM.

As one of the little community of Europeans who were "blockaded in Bangkok" when France attacked Siam in 1893, I welcome the opportunity of saying a few words about Chulalongkorn I., King of Siam, who arrived in London to-morrow after an interval of exactly ten years, writes Percy Cross Standing in the London Morning Leader. Chulalongkorn rules over a country whose capital is the largest city that the traveller finds between Calcutta and Canton. He is also one of the four remaining independent Eastern potentates (after the two great Asiatic Powers), the other being the Shah of Persia, the Amir of Afghanistan, and Menelik of Abyssinia.

Probably a visitor to Siam at the time of the French aggression was not too well placed. France meant to have the Mekong region; and have it she did—as she had previously taken the whole of the rest of Indo-China, save Burma. Chulalongkorn and his Ministers looked on aghast at the successive depredations which they were powerless to arrest. And it was not until the publication of Blue-books on the subject that the King knew how much he had to thank England for—how the late Mr. Waddington had called upon Lord Rosebery (then Premier and Foreign Minister) to propose a partition of Siam between France and Great Britain, how Lord Rosebery had declined without thanks, and how he "had been unable to conceal his astonishment at his Excellency's proposition."

SIAM'S CAPITAL.

The King of Siam's capital, which is at once the Windsor, the Woolwich, and the Blackwall of Siam, is the head-centre of the rice-carrying trade of the Far East. His palace is a walled and battlemented city within a city, and behind the line of unwarlike sentries, who guard its massive entry, lies wealth beyond the dreams of avarice.

The palace consists of an outer part and an inner, and into that mysterious interior no European of the male sex, and only one European woman—the late Mrs. Leachman, who wrote "Harem-life at the Court of Siam"—has set foot. In it are contained four thousand women and one man, his Majesty the King. But the outer palace at least shows signs of European invasion. Thirty of its apartments have been fitted up with Louis Quinze furniture, the great drawing-room in particular being decked with in most costly fashion, with all its furniture of solid Spanish mahogany, and each piece embellished with the Siamese coat-of-arms—a white elephant on a red ground.

As regards that fabled "white" elephant, I may add that he is not white at all, but a kind of dirty drab-colour. Still, he is just sufficiently white-brown to differentiate him from the common or African elephant. It was the present King's father's predecessor, King Phra Chula Chom Klao, who sent to Queen Victoria, per Sir John Bowring, an offering of hairs from the tail of the sacred beast. For the elephant is held strictly sacred in Siam. Some years ago great disgust was caused in Bangkok by the management of a travelling circus painting one of its elephants white. This incident offended native susceptibilities to such a degree that the circus had to beat a hasty retreat from the city.

A GOOD-LOOKING MONARCH.

And now a word of King Chulalongkorn himself. His Majesty is a decidedly handsome Oriental. In Stephenson's neat phrase, "The years are beginning to tell upon his waistcoat" but, "take him for all in all," at fifty-four Chulalongkorn is an extremely good-looking monarch. He is of middle height, of light complexion as the Far East goes, and carries himself with an air. His little moustache, now tinged into grey, makes sympathetic allusion to his very Eastern mouth. His manner is at once gentle and suave. There is a tradition that consumption runs in the royal family of Siam; the late Crown Prince is popularly supposed to have died from that scourge. And there was, therefore, some anxiety when the King fell ill a few weeks ago on his arrival in Europe. For the India position probably arose more from protracted sea-sickness than anything else. King Chulalongkorn, in common with most of the countrymen, is not a good sailor. Indeed before his visit to England for Queen Victoria's Jubilee a decade ago, his farthest journey from Bangkok had been to Calcutta.

But there are many beside the King of Siam who would be glad to confine their navigation to the kind of outings with which Chulalongkorn refreshes himself in the hottest months of his tropical kingdom. He has had made for him a sort of submarine of crystal (an expert would call it glass, just as he calls the Emerald Buddha in Bangkok's great temple green glass) and in this the King has himself submerged beneath the water of the palace lake during the most sultry hours of the day. This submarine is fitted up in the most extravagant style of Eastern magnificence, and his Majesty and attendants are only brought to the surface again "when the shadows fall across the day."

SIAM IS full of ancient customs, which appear strangely to a European's imagination. Take, for example, the cutting of the King's hair, which is made the occasion of much public rejoicing. The head is considered specially sacred, and in every Siamese family the cutting, at the age of twelve or thirteen of the tuft left on the top of the head from birth, is an impressive ceremony.

Another peculiar custom of Siam is that its ruler has a First and a Second Queen falling in line with the First and the Second of the Siam. The present Crown Prince is King Chulalongkorn's second son, the eldest died quite suddenly while yet in his teens, a sad loss, for he was an amiable and intelligent lad. Both princes have received an English education, and Mr. M. R. Varney, now the chief permanent official of our Education Department, was tutor to the late Crown Prince. Altogether King Chulalongkorn has many European friends, such, in particular, as Admiral de Fleury, de Richelieu, formerly commander-in-chief of the Siamese Navy, and now residing in his native Denmark—by whom the King will be warmly welcomed on his return to Europe after ten long years.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	2/3 1/2
Do. demand.	2/3 1/2
Do. 4 months' sight.	2/3 1/2
France-Bank T.T.	2/3 1/2
Germany-Bank T.T.	2/3 1/2
India T.T.	2/3 1/2
Shanghai-Bank T.T.	2/3 1/2
Singapore T.T.	2/3 1/2
Java-Bank T.T.	2/3 1/2
Buying.	
4 months' sight L/C.	2/3 1/2
6 months' sight L/C.	2/3 1/2
30 days' sight San Francisco & New York.	2/3 1/2
1 month's sight do.	2/3 1/2
4 months' sight Sydney and Melbourne.	2/3 1/2
6 months' sight do.	2/3 1/2
1 month's sight Germany.	2/3 1/2
Bank of England rate.	2/3 1/2
Bank of France.	2/3 1/2
Reverse.	2/3 1/2

OPIUM QUOTATIONS.

The following quotations are as follows:—	
Per picul	
Old	800/820
Old	820/840
Old	850/900
Old	870/885
Old	885/900
Old	895/910
Old	900/915
Old	910/925
Old	925/940
Old	940/955
Old	955/970
Old	970/985
Old	985/1000
Old	1000/1015
Old	1015/1030
Old	1030/1045
Old	1045/1060
Old	1060/1075
Old	1075/1090
Old	1090/1105
Old	1105/1120
Old	1120/1135
Old	1135/1150
Old	1150/1165
Old	1165/1180
Old	1180/1195
Old	1195/1210
Old	1210/1225
Old	1225/1240
Old	1240/1255
Old	1255/1270
Old	1270/1285
Old	1285/1300
Old	1300/1315
Old	1315/1330
Old	1330/1345
Old	1345/1360
Old	1360/1375
Old	1375/1390
Old	1390/1405
Old	1405/1420
Old	1420/1435
Old	1435/1450
Old	1450/1465
Old	1465/1480
Old	1480/1495
Old	1495/1510
Old	1510/1525
Old	1525/1540
Old	1540/1555
Old	1555/1570
Old	1570/1585
Old	1585/1600
Old	1600/1615
Old	1615/1630
Old	1630/1645
Old	1645/1660
Old	1660/1675
Old	1675/1690
Old	1690/1705
Old	1705/1720
Old	1720/1735
Old	1735/1750
Old	1750/1765
Old	1765/1780
Old	1780/1795
Old	1795/1810
Old	1810/1825
Old	1825/1840
Old	1840/1855
Old	1855/1870
Old	1870/1885
Old	1885/1900
Old	1900/1915
Old	1915/1930
Old	1930/1945
Old	1945/1960
Old	1960/1975
Old	1975/1990
Old	1990/2005
Old	2005/2020
Old	2020/2035
Old	2035/2050
Old	2050/2065
Old	2065/2080
Old	2080/2095
Old	2095/2110
Old	2110/2125
Old	2125/2140
Old	2140/2155
Old	2155/2170
Old	2170/2185
Old	2185/2200
Old	2200/2215
Old	2215/2230
Old	2230/2245
Old	2245/2260
Old	2260/2275
Old	2275/2290
Old	2290/2305
Old	2305/2320
Old	2320/2335
Old	2335/2350
Old	2350/2365
Old	2365/2380
Old	2380/2395
Old	2395/2410
Old	2410/2425
Old	2425/2440
Old	2440/2455
Old	2455/2470
Old	2470/2485
Old	2485/2500
Old	2500/2515
Old	2515/2530
Old	2530/2545
Old	2545/2560
Old	2560/2575
Old	2575/2590
Old	2590/2605
Old	2605/2620
Old	2620/2635
Old	2635/2650
Old	2650/2665
Old	2665/2680
Old	2680/2695
Old	2695/2710
Old	2710/2725
Old	2725/2740
Old	2740/2755
Old	2755/2770
Old	2770/2785
Old	2785/2800
Old	2800/2815
Old	2815/2830
Old	2830/2845
Old	2845/2860
Old	2860/2875
Old	2875/2890
Old	2890/2905
Old	2905/2920
Old	2920/2935
Old	2935/2950
Old	2950/2965
Old	2965/2980
Old	2980/2995
Old	2995/3010
Old	3010/3025
Old	3025/3040
Old	3040/3055
Old	3055/3070
Old	3070/3085
Old	3085/3100
Old	3100/3115
Old	3115/3130
Old	3130/3145
Old	3145/3160
Old	3160/3175
Old	3175/3190
Old	3190/3205
Old	3205/3220
Old	3220/3235
Old	3235/3250
Old	3250/3265
Old	3265/3280
Old	3280/3295
Old	3295/3310
Old	3310/3325
Old	3325/3340
Old	3340/3355
Old	3355/3370
Old	3370/3385
Old	3385/3400
Old	3400/3415
Old	3415/3430
Old	3430/3445
Old	3445/3460
Old	3460/3475
Old	3475/3490
Old	3490/3505
Old	3505/3520
Old	3520/3535
Old	3535/3550
Old	3550/3565
Old	3565/3580
Old	3580/3595
Old	3595/3610
Old	3610/3625
Old	3625/3640
Old	3640/3655
Old	3655/3670
Old	3670/3685
Old	3685/3700
Old	3700/3715
Old	3715/3730
Old	3730/3745
Old	3745/3760
Old	3760/3775
Old	3775/3790
Old	3790/3805
Old	3805/3820
Old	3820/3835
Old	3835/3850
Old	3850/3865
Old	3865/3880
Old	3880/3895
Old	3895/3910
Old	3910/3925
Old	3925/3940
Old	3940/3955
Old	3955/3970
Old	3970/3985
Old	3985/4000
Old	4000/4015
Old	4015/4030
Old	4030/4045
Old	4045/4060
Old	4060/4075
Old	4075/4090
Old	4090/4105
Old	4105/4120
Old	4120/4135
Old	4135/4150
Old	4150/4165
Old	4165/4180
Old	4180/4195
Old	4195/4210
Old	4210/4225
Old	4225/4240
Old	4240/4255
Old	4255/4270
Old	4270/4285
Old	4285/4300
Old	4300/4315
Old	4315/4330
Old	4330/4345
Old	4345/4360
Old	4360/4375
Old	4375/4390
Old	4390/4405
Old	4405/4420
Old	4420/4435
Old	4435/4450
Old	4450/4465
Old	4465/4480
Old	4480/4495
Old	4495/4510
Old	4510/4525
Old	4525/4540
Old	4540/4555
Old	4555/4570
Old	4570/4585
Old	4585/4600
Old	4600/4615
Old	4615/4630
Old	4630/4645
Old	4645/4660
Old	4660/4675
Old	4675/4690
Old	4690/4705
Old	4705/4720
Old	4720/4735
Old	4735/4750
Old	4750/4765
Old	4765/4780
Old	4780/4795
Old	4795/4810
Old	4810/4825
Old	4825/4840
Old	4840/4855
Old	4855/4870
Old	4870/4885
Old	4885/4900
Old	4900/4915
Old	4915/4930
Old	4930/4945
Old	4945/4960
Old	4960/4975
Old	4975/4990
Old	4990/5005
Old	5005/5020
Old	5020/5035
Old	5035/5050
Old	5050/5065
Old	5065/5080
Old	5080/5095
Old	5095/5110
Old	5110/5125
Old	5125/5140
Old	5140/5155
Old	5155/5170
Old	5170/5185
Old	5185/5200
Old	5200/5215
Old	5215/5230
Old	5230/5245
Old	5245/5260
Old	5260/5275
Old	5275/5290
Old	5290/5305
Old	5305/5320
Old	5320/5335
Old	5335/5350
Old	5350/5365
Old	5365/5380
Old	5380/5395
Old	5395/5410
Old	5410/5425
Old	5425/5440
Old	5440/5455
Old	5455/5470
Old	5470/5485
Old	5485/5500
Old	5500/5515
Old	5515/5530
Old	5530/5545
Old	5545/5560
Old	5560/5575
Old	5575/5590
Old	5590/5605
Old	5605/5620
Old	5620/5635
Old	5635/5650
Old	5650/5665
Old	5665/5680
Old	5680/5695
Old	5695/5710
Old	5710/5725
Old	5725/5740
Old	5740/5755
Old	5755/5770
Old	5770/5785
Old	5785/5800
Old	5800/5815
Old	5815/5830
Old	5830/5845
Old	5845/5860
Old	5860/5875
Old	5875/5890
Old	5890/5905
Old	5905/5920
Old	5920/5935
Old	5935/5950
Old	5950/5965
Old	5965/5980
Old	5980/5995
Old	5995/6010
Old	6010/6025
Old	6025/6040
Old	6040/6055
Old	6055/6070
Old	6070/6085
Old	6085/6100
Old	6100/6115
Old	6115/6130
Old	6130/6145
Old	6145/6160
Old	6160/6175
Old	6175/6190
Old	6190/6205
Old	6205/6220
Old	6220/6235
Old	6235/6250
Old	6250/6265
Old	6265/6280
Old	6280/6295
Old	6295/6310
Old	6310/6325
Old	6325/6340
Old	6340/6355
Old	6355/6370
Old	6370/6385
Old	6385/6400
Old	6400/6415
Old	6415/6430
Old	6430/6445
Old	6445/6460
Old	6460/6475
Old	6475/6490
Old	6490/6505
Old	6505/6520
Old	6520/6535
Old	6535/6550
Old	6550/6565
Old	6565/6580
Old	6580/6595
Old	6595/6610
Old	6610/6625
Old	6625/6640
Old	6640/6655
Old	6655/6670
Old	6670/6685
Old	6685/6700
Old	6700/6715
Old	6715/6730
Old	6730/6745
Old	6745/6760
Old	6760/6775
Old	6775/6790
Old	6790/6805
Old	6805/6820
Old	6820/6835
Old	6835/6850
Old	6850/6865
Old	6865/6880
Old	6880/6895
Old	6895/6910
Old	6910/6925
Old	6925/6940
Old	6940/6955
Old	6955/6970
Old	6970/6985
Old	6985/7000
Old	7000/7015
Old	7015/7030
Old	7030/7045
Old	7045/7060
Old	7060/7075
Old	7075/7090
Old	7090/7105
Old	7105/7120
Old	7120/7135
Old	7135/7150
Old	7150/7165
Old	7165/7180
Old	7180/7195
Old	7195/7210
Old	7210/7225
Old	7225/7240
Old	7240/7255
Old	7255/7270
Old	7270/7285
Old	7285/7300
Old	7300/7315
Old	7315/7330
Old	7330/7345
Old	7345/7360
Old	7360/7375
Old	7375/7390
Old	7390/7405
Old	7405/7420
Old	7420/7435
Old	7435/7450
Old	7450/7465
Old	7465/7480
Old	7480/7495
Old	7495/7510
Old	7510/7525
Old	7525/7540
Old	7540/7555
Old	7555/7570
Old	7570/7585
Old	7585/7600
Old	7600/7615
Old	7615/7630
Old	7630/7645
Old	7645/7660
Old	7660/7675
Old	7675/7690
Old	7690/7705
Old	7705/7720
Old	7720/7735
Old	7

Mails

ENTAL

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

THE S.S. "TONGKIN"

Captain Mouton, will be despatched for
MARSEILLES on TUESDAY, the 6th
August, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above Ports, and for Australia with
prompt transhipment at Colombo.

Cargo also, booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* 20th August.

S.S. *POLYNESIEN* 3rd Sept.

S.S. *TOURANE* 17th Sept.

S.S. *AUSTRIEN* 1st Oct.

S.S. *NERA* 15th Oct.

S.S. *YARRA* 29th Oct.

G. DE CHAMPEAUX,
Agent.

Hongkong, 24th July, 1907.

(10)

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA."

Captain C. L. Daniel, R.N.R., carrying His Ma-
jesty's Mails, will be despatched from this for
BOMBAY, &c. on SATURDAY, the 31st
July, at Noon, taking Passengers and Cargo for
the above Ports, in connection with the Com-
pany's *S.S. Macedonia*, 10,500 tons, from Colom-
bo. Passengers' accommodation in which vessel
is secured before departure from Hongkong, &
Silk and Valuables, all Cargo for France
and Tea, for London (under arrangement),
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S.
Perita, due in London on 8th September, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th July, 1907.

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ACHEE & CO.

FURNITURE

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&C, &C

KODAKS FILMS.

10

AND

1. *Journal of the American Medical Association*, 1997; 278: 1019-1024.

...the ...

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION**

Hongkong, 16th May, 1905

34

Sole Agents: BUMANN & BERBLINGER

15, 16 & 17, Connaught Road Central

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